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FOR KELLY JOHNSON FROM JOHN PARANGOSKY

1. IT IS GENERALLY RECOGNIZED THAT THE DEPLOYMENT OF
OXCART, AND THE CIRCUMSTANCES WHICH LED TO THAT DEPLOYMENT,
MIGHT AFFECT THE PHASE OUT DECISION OF LAST DECEMBER. HOWEVER,
IT IS NOT POSSIBLE AT THIS TIME TO ANTICIPATE WHAT NEW DECISIONS
MAY BE MADE, ALL WE CAN DO NOW IS CONTINGENCY PLANNING ON THE
BASIS OF WHAT MAY HAPPEN, WITH THE PRIMARY CONSIDERATION BEING
THE MAINTENANCE OF THE OPERATIONAL CAPABILITY. OUR PRESENT
OBJECTIVES ARE (A) ASSURE THE SUCCESS OF THE OPERATIONAL DEPLOYMENT,
(B) MAINTAIN A POSTURE WHICH WILL ENABLE US TO OPERATE BEYOND
DECEMBER 1967 WITHOUT INTERRUPTION IF THAT DECISION IS MADE, AND
(C) IDENTIFY AREAS WHERE IMMEDIATE DECISIONS ARE NECESSARY. WITH

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OF ACCIDIETY MECOAAL

REGARD TO THE LATTER, WE MUST DISTINGUISH BETWEEN LONG RANGE GUIDANCE AND SHORT RANGE GUIDANCE FOR THE IMMEDIATE FUTURE. FOR THE MOMENT WE CAN ONLY GIVE YOU SHORT RANGE GUIDANCE WHICH WILL ENABLE YOU TO PRESERVE THE OPERATIONAL ASSETS AND KEEP OUR OPTIONS OPEN FOR A PERIOD OF 90 DAYS OR SO, DURING WHICH TIME WE MAY BE ABLE TO OBTAIN THE POLICY DECISIONS WHICH ARE NECESSARY.

2. IN VIEW OF THE ABOVE, WE BELIEVE THE FOLLOWING ASSUMPTIONS ARE VALID FOR THE NEXT 90 DAYS. IF THERE ARE CRITICAL AREAS NOT COVERED BY THESE ASSUMPTIONS, PLEASE LET US KNOW.

7	DEPLOYMENT WILL LAST FOR AT LE	MINISTER ACTION STORM (C.S.) C.S. C.S. ANNES SERVICIONES PROPRENENTANTO SERVICIONES SERVICIONES
,	EE AIRCRAFT CREWS PLUS ONE BACK	The state of the s
BE IN POSITE	ON AT 25X1A	
D. AIRC	RAFT 124 WILL CONTINUE AT PRESEN	NT RATE OF FLYING
AT	-	25X1A
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	E, AIRCRAFT	22 EFFORT SHOU	ILD BE DI	RE	CTED TOW	AR	DS	
	OPERATIONAL REAL	DINESS PROGRAN	includi	NG	FLIGHTS	AS I	REQUIR	ED
25X1A	AS OUTLINED IN YO	UR 1080.	UPON CO	MPI	LETION RI	EAD	INESS	
	PROGRAM, AIRCRA	FT WILL BE TUR	NED OVE	RTO	DETACH	IME	NT	

F. AIRCRAFT 121 FLIGHT EFFORT THROUGH 30 JUNE 67 SHOULD CONTINUE AS PLANNED NOW. FOR CONTINGENCY PLANNING SUBSEQUENT TO 30 JUNE 67, 121 SHOULD CONTINUE TESTS BUT ON A REDUCED FLIGHT PROGRAM IN ORDER TO KEEP CURRENT AND READY FOR CONTINGENCY INSTRUMENTED FIELD SERVICE PROBLEM SOLVING IN SUPPORT BLACK SHEELD. LEVEL OF ACTIVITY SHOULD BE GEARED AROUND MINIMIZING COST AS MUCH AS IS CONSISTENT WITH MAINTAINING THE PERSONNEL AND SUPPORT CAPABILITY FOR ABOVE PROBLEM SOLVING CONTINGENCY.

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- G. REMAINING THREE OPERATIONAL AIRCRAFT WILL FLY 12 TO 16 SORTIES PER MONTH TOTAL.
- H. DECISION TO PHASE OUT IN DECEMBER 1967 MAY OR MAY NOT BE AFFIRMED.
- 3. YOU SHOULD MAN TO SUFFICIENT PERSONNEL AND MAINTAIN THESE PERSONNEL CAPABLE OF DEPLOYMENT AS YOU DEEM NECESSARY TO SUPPORT THE ABOVE BASIC ASSUMPTIONS.
- 4. YOUR SUB-CONTRACTORS SHOULD MAN TO MEET YOUR REQUIRE-MENTS TO SATISFY THE ABOVE ASSUMPTIONS.
- 5. YOU WILL BE ADVISED AS SOON AS POSSIBLE AFTER DECISIONS HAVE BEEN MADE THAT AFFECT YOUR PRESENT POSTURE.
- SPARES WILL BE PROCURED AND DELIVERED TO MEET THE OPERATIONAL CAPABILITIES OUTLINED HEREIN AND WILL BE LIMITED FOR THE PRESENT TO CRITICAL ITEMS WHICH WILL BE MANAGED ON AN INDIVIDUAL BASIS AND GENERALLY SUBJECT TO DELIVERY BEFORE 31 OCT 67.

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- 7. MODIFICATIONS TO THE AIRCRAFT WILL BE LIMITED TO THOSE NEEDED FOR SAFETY OF FLIGHT AND TO SUPPORT THE OPERATIONAL COMMETMENT. EACH MODIFICATION WILL BE HANDLED ON AN INDIVIDUAL CCB BASIS.
- 8. TECH DATA WILL BE MAINTAINED AT MINIMUM COST, I.E., "SLIP SHEET" BASES FOR THE OPERATIONAL AND TEST AIRCRAFT.

END OF MESSAGE

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